VERITAS

The REDPATH HERALD

VOL. 2 NO. 2 NOVEMBER PRICE 5 CENTS

THE FALL OF 1957 WILL LONG BE REMEMBERED AS A PERIOD OF GREAT EVENTS.

HER MAJESTY, QUEEN ELIZABETH II VISITED CANADA TO OPEN THE 23RD PARLIAMENT, THIS BY THE WAY WAS THE FIRST TIME A REIGNING MONARCH EVER OPENED A CANADIAN PARLIAMENT, AND THEN JOURNEYED TO THE UNITED STATES - HERE SHE DID A GREAT DEAL TO CEMENT ANGLO-AMERICAN RELATIONS WHICH HAVE NOT BEEN TOO GOOD SINCE THE SUEZ CRISES. THIS IS PARTICULARLY IMPORTANT BECAUSE OF RECENT EVENTS IN RUSSIA.

RUSSIA HAS SUCCESSFULLY EJECTED INTO OUTER SPACE TWO SATELLITES, ONE OF WHICH CONTAINS A DOG. THESE SATELLITES CIRCLE THE EARTH IN MINUTES AND BEEPS CAN BE HEARD FROM THEM AT INTERVALS ALTHOUGH SPUTNIK I IS NOT TRANSMITTING NOW. WHAT DOES THIS ALL MEAN? IT WOULD BE DIFFICULT TO TRY TO GUESS BUT THERE IS ONE THING WE KNOW AND THAT IS THAT RUSSIA'S SCIENTIFIC KNOWLEDGE IS SUPERIOR TO THE OTHER POWERS AND WE CAN ASSUME SHE WILL USE THIS AS A LEVER TO TAKE HER PLACE WITH THE WORLD POWERS, EVEN DICTATE. AND WHILE RUSSIA REACHES FOR THE MOON, WE SEE HISTORY IN THE MAKING - IN FACT, ALL THE YEARS OF OUR EXISTENCE HAVE BEEN OF GREAT IMPORTANCE HISTORICALLY.

L. WATCHORN, EDITOR

WHERE GO WE -

WE ARE FORTUNATE IN THIS ISSUE TO BRING YOU AN ARTICLE ON ENGINEERING WHICH IS OF SPECIAL INTEREST WHEN WE THINK OF THE EVENTS TAKING PLACE TODAY WHICH WOULD NOT HAVE BEEN POSSIBLE WITHOUT THE ENGINEER.

IN THIS DAY AND AGE OF FANTASTIC TECHNOLOGICAL DISCOVERIES AND DEVELOPMENTS, ENGINEERING PLAYS A ROLE OF GREATEST IMPORTANCE. IN THE LAST THIRTY TO FIFTY YEARS, WE HAVE SEEN MORE NEW DEVELOPMENTS THAN IN THE LAST 300 TO 500 YEARS, TO WIT; THE AUTOMOBILE, THE RADIO, TELEPHONE, TELEGRAPHY, TELEVISION, GREAT MEDICAL ADVANCES, COUNTLESS OTHERS, AND LAST BUT NOT LEAST, THE ATOMIC AGE. NONE OF THESE DISCOVERIES, OR DEVELOPMENT OF THESE DISCOVERIES IS POSSIBLE WITHOUT A FANTASTIC AMOUNT OF ENGINEERING IN SOME FORM OR OTHER.

PROFESSIONAL ENGINEERING AS TAUGHT IN THE UNIVERSITIES IS DIVIDED INTO MANY SPECIALTIES, BUT BECAUSE OF ALL THE NEW BRANCHES OF SCIENCE EACH SPECIALTY HAS BEEN EXPANDED INTO INNUMERABLE NEW SUBDIVISIONS. TO REVIEW ALL THESE FACTS OF ENGINEERING EVEN BRIEFLY IS ALMOST IMPOSSIBLE, BUT LET US LOOK INTO SOME OF THE MAIN BRANCHES.

CIVIL ENGINEERING IS THE PROFESSION WHICH DEALS WITH THE DESIGN AND CONSTRUCTION OF BRIDGES, HIGHWAYS, BUILDINGS, RAILROADS, WATERWAYS, ETC. FOR EXAMPLE, THE CIVIL ENGINEER IN THE BACKBONE OF ONE OF THE GREATEST PROJECTS OF THIS CENTURY; THE ST-LAWRENCE SEAWAY. WE ARE INDEED FORTUNATE TO HAVE SUCH A PROJECT CLOSE TO HOME, AND THE SIZE OF SUCH AN UNDERTAKING CAN ONLY BE APPRECIATED BY TAKING AN ORGANIZED TOUR OF THE SEAWAY FROM ITS BE-
[illegible]ING AT JACQUES-CARTIER BRIDGE TO
[illegible]QUOIS. PAGES COULD BE WRITTEN ON THIS ONE PROJECT ALONE.

ALL BRANCHES OF ENGINEERING ARE, AS IN NO OTHER PROFESSION, VERY INTERDEPENDENT ON EACH OTHER. FOR EXAMPLE, THE CIVIL ENGINEER OF THE "SEAWAY" IS DEPENDENT ON THE MECHANICAL ENGINEER, TO DESIGN THE MECHANISM TO OPERATE THE GREAT LOCKS AND LIFT BRIDGES. HE IS DEPENDENT ON THE MINEROLOGICAL ENGINEER TO PLAN HIS ATTACH ON THE VARIOUS TYPES OF ROCK ENCOUNTERED. HE IS DEPENDENT ON THE CHEMICAL ENGINEER WHO DESIGNED THE NEW OXYGEN BURNING "TORCH" WHICH IS NOW "CUTTING" THROUGH ROCK AT THE RATE OF APPROXIMATELY 30 TO 50 FEET PER HOUR AT BEAUHARNOIS.

THE MECHANICAL ENGINEER DESIGNS HEAVY AND LIGHT MACHINERY OF ALL KINDS. ONE OF THE GREATEST ACCOMPLISHMENTS OF THE MECHANICAL ENGINEER IS THE JET ENGINE.

THIS BRINGS US TO AERONAUTICAL ENGINEERING. THIS IS SUBDIVIDED INTO AERONAUTICAL ENGINE DESIGN; THE RECIPROCATING ENGINE, THE "TURBO-PROP" ENGINE AND THE JET ENGINE, AND THE AIR-FRAME ENGINEER WHO DESIGNS THE NEW SUPERSONIC PLANES.

ALL THE ABOVE FIELDS OF ENGINEERING AND OTHERS ARE DEPENDENT ON METALLURGICAL ENGINEERING. THE METALLURGIST HAS TO DESIGN AND DISCOVER NEW METALS AND ALLOYS WHICH WILL BE ABLE TO WITHSTAND THE HIGH TEMPERATURES AND STRESSES FOUND IN THE JET ENGINE, AND THE HIGH PRESSURES ENCOUNTERED IN NEW TYPES OF CHEMICAL VACTORS.

THIS BRINGS US TO CHEMICAL ENGINEERING. THE CHEMICAL ENGINEER IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF PLANTS AND EQUIPMENT TO PRODUCE THE NEW PRODUCTS AND DEVELOPMENTS DREAMED UP BY THE CHEMIST IN HIS LABORATORY. MONTREAL EAST AND THE SOUTH SHORE FROM SOREL TO BOUCHERVILLE IS THE CHEMICAL ENGINEERS' "DREAM HOUSE". THE NEW "MONSTERS" OF THE HIGHWAY NEED HIGH POWERED GASOLINE AND SO THE CHEMICAL ENGINEER HAS DESIGNED THE NEW CATALYTIC CRACKERS AND INSTALLED THEM IN ALL THE REFINERIES OF THE "EAST END". GLYCOLE AND SOME OF THEIR BY-PRODUCTS ARE BEING PRODUCED AT THE NEW CARBIDE CHEMICALS PLANT,

(CONTINUED ON PAGE 2)

25th October 1957

Dear Sirs,

I would like to say that 'The Hunting Song' (Uncle Harry's Column, Vol.2,No.1) was first published in the Montreal Star; you have therefore infringed the copyright. (Which is a crime).

I also would like to know why you had a biography of Archimedes. Who would be interested in him? A person like me, perhaps; but I knew all that H. Bloomfield had put already.

I think there should be a 'Contents' on the front page, so that readers do not have to thumb through the whole edition before they can find the article wanted. Also, there should be articles on other subjects besides those of interest to the editor.

At the moment, the only 'free lance' writer of any scope is T. Stewart and, (unless he wrote the U.N. article) there was no article by him in the paper.

About T. Coristine's article on life aboard a destroyer. It is good. But is there any suspense? No. We, the readers, know what will happen the minute we hear the siren. T. Coristine should have mentioned the loss of 4 merchant ships earlier. (I was under the impression that there were no losses until I got to the end). Also, a harder competition. I know it is hard, what with the age extremes of the readers, but there should be a good competition.

There is no title on page 3. What is it all about? Anyway, who is interested in it? Science has proved that it is all baloney. How do you spell Archimedes?

In fact, the paper was dreadfully boring. Not at all up to the standard of the prev us volume.

Lastly, I would like to congratulate you on doing such a good job with your paper, it being far superior to its one time rival, The Selwyn House Chronicle, (though it is still pretty dismal).

A Reader

Dear Reader,

For your information, Uncle Harry's 'Hunting Song' was published in Mad Magazine prior to its appearance in the Montreal Star, so if you are worrying about copyright infringement, why not write them?

Archimedes' (whose name was incorrectly spelled) discoveries and inventions were as important at that time, and even today, as the scientific discoveries of this century. Although you may know all about them, we feel there are some readers who didn't.

We see no reason to put 'Contents' on the first page because if our reader is too lazy to thumb through the paper, how can he manage to hold it up?

Through an error, we forgot to mention that T. Stewart wrote about the United Nations and that page three was titled 'Palmistry' and was also edited by T. Stewart, who, by the way, is not a free lance reporter.

WHERE GO WE - (Contn'd)

phosphates at the Electric Reduction Co. plant in Varennes. The Petro-chemical industry is booming in and around Montreal and Sarnia and Edmonton, etc.

The doctor is very dependent on engineering; for example, the chemical engineer has made Fleming's discovery of Penicillin available to him. The mechanical engineer has designed special pumps which perform the functions of the heart during surgery of the heart. The metallurgist and other engineers have also contributed to the progress of medicine.

Electrical engineering is responsible for all the countless things that are today run by electricity. Very few homes today have less than dozens of items dependent on electricity, from the light bulb (which we now consider elementary but is one of the greatest discoveries of all times) to the oil burner, hot water heater, dish washer, vacuum cleaner, television, etc. None of these items could operate without the huge electrical distribution system and hydro-electric power plants designed by the electrical engineer. And

(Continued on Page 3)

HOCKEY AGAIN!

Digitized by the Internet Archive
in 2009 with funding from
Selwyn House School

http://www.archive.org/details/redpathheraldnov22selw

THE FIRST RAID ON NARVIK HARBOUR

NARVIK HARBOUR LIES NEAR THE HEAD OF OFOT FJORD - NORWAY.

ON THE EVENING OF APRIL 9, 1940, THE SECOND DESTROYER FLOTILLA OF HM SHIPS HARDY, HUNTER, HOTSPUR AND HAVOCK, UNDER THE COMMAND OF CAPTAIN WARBURTON-LEE WAS LYING OFF THE ENTRANCE OF OFOT FJORD. THEY WERE JOINED BY H.M.S. HOSTILE OF THE TWENTIETH FLOTILLA.

AT DOWN ON APRIL 10, THE FIVE DESTROYERS STEAMED SILENTLY UP THE FJORD. COMPLETE SURPRISE HAD BEEN AFFECTED AND NOT A SINGLE GERMAN KNEW OF THE SILENT ATTACK.

THE HARDY, THE FIRST TO ENTER, FIRED 7 TORPEDOES HITTING A DESTROYER AND DAMAGING PART OF THE HARBOUR. THE HUNTER AND HAVOCK FOLLOWED HER IN AND AFTER FIRING THEIR TORPEDOES AT THE ENEMIES SHIPS, SUCCESSFULLY ENCOUNTERED THEM WITH THEIR GUNS.

THE ENEMY THOROUGHLY AWAKE BY THIS TIME WERE FIRING WILDLY. HAVING NO SUCCESS IN A SEARCH FARTHER UP NORTH OF NARVIK, THE HOTSPUR AND HOSTILE REJOINED THE MAIN BATTLE. THE HOTSPUR SANK 2 GERMAN MERCHANT VESSELS AFTER WHICH ALL THE SHIPS LEFT THE FJORD.

ON THE WAY OUT THE BRITISH DESTROYERS SIGHTED FOUR ENEMY SHIPS, OF WHICH THE LEADER LOOKED LIKE A CRUISER IN THE BAD VISIBILITY. THE BRITISH DESTROYERS INCREASED SPEED TO THIRTY KNOTS AND ENGAGED THE ENEMY AT THE RANGE OF ABOUT SIX THOUSAND YARDS. A MINUTE OR TWO AFTERWARDS, TWO OTHER ENEMY DESTROYERS WERE SIGHTED. CAPTAIN WARBURTON-LEE MADE THE SIGNAL "KEEP ON ENGAGING THE ENEMY". IT WAS THE LAST SIGNAL HE EVER MADE, FOR SHORTLY AFTERWARDS, THE HARDY WAS HIT IN THE BRIDGE AND HE WAS MORTALLY WOUNDED. EVERYONE ON THE BRIDGE WAS EITHER KILLED OR WOUNDED. THE HARDY OUT OF CONTROL AND ON FIRE WAS STEAMING AT HIGH SPEED FOR THE SHORE.

THE CAPTAIN'S SECRETARY, PAYMASTER, LIEUTENANT STANNING, ALTHOUGH HIS FOOT HAD BEEN SHOT OFF, REALIZED THE SITUATION. HE DRAGGED HIMSELF TO THE WHEELHOUSE AND, TAKING THE WHEEL HIMSELF, STRAIGHTENED THE HARDY OUT, SO THAT SHE WAS HEADING FOR OPEN SEA AGAIN. HOWEVER, AS SHE WAS BADLY DAMAGED, SHE WAS ORDERED TO BE BEACHED, SO THAT AS MANY LIVES AS POSSIBLE COULD BE SAVED. SHORTLY AFTER HER BEACHING, THE TORPEDO OFFICER LIEUTENANT HEPPEL RETURNED TO THE STILL BURNING SHIP. WHEN HE RESCUED THE BADLY WOUNDED NAVIGATING OFFICER AND DESTROYED THE CODE BOOKS TO PREVENT THEM FROM BEING TAKEN BY THE GERMANS.

MEANWHILE THE HUNTER AND HOTSPUR WERE BOTH HIT, THE LATTER HAVING ITS STEERING GEAR PUT OUT OF ACTION. UNLUCKILY, THE HOTSPUR, UNABLE TO STEER, COLLIDED WITH THE HUNTER. THE HOTSPUR GOT FREE, BUT THE HUNTER WAS SO BADLY DAMAGED THAT SHE WENT TO THE BOTTOM.

HOWEVER, THE ENEMY HAD HAD THEIR SHARE OF LOSSES. ONE DESTROYER WHICH HAD BEEN HIT BY A TORPEDO WAS SEVERELY DAMAGED WHILE SEVERAL OTHERS HAD BEEN HIT BY SHELLS. ALSO, SEVEN OR EIGHT MERCHANT VESSELS HAD BEEN SUNK IN THE HARBOUR AND ANOTHER DESTROYER WAS BADLY DAMAGED.

THE HOSTILE AND HAVOCK, THE REMAINING UNDAMAGED DESTROYERS TURNED AND HELPED THE DAMAGED HOTSPUR TO SAFETY. ON THE WAY OUT OF THE FJORD, THEY MET THE GERMAN AMMUNITION SHIP, RAVENFELS WHICH THE HAVOCK TORPEDOED AND SENT TO THE BOTTOM.

THE THREE BRITISH DESTROYERS MADE IT SAFELY BACK INTO HOME WATERS AND THE CREW OF THE HARDY WERE RESCUED THREE DAYS LATER DURING THE SECOND ATTACK ON NARVIK HARBOUR. THE BATTLE HAD BEEN FOUGHT AGAINST GREAT ODDS AND THE BRITISH DESTROYERS DISHED OUT A LOT MORE THAN THEY RECEIVED.

CAPTAIN WARBURTON-LEE WAS AWARDED THE VICTORIA CROSS FOR HIS BRILLIANT DISPLAY. THIS WAS THE FIRST VICTORIA CROSS WON IN THE WAR.

BE SURE TO READ THE SECOND ATTACK ON NARVIK HARBOUR IN THE NEXT ISSUE OF THIS PAPER.

WHERE GO WE - (CONT'D)

AGAIN WE ARE FORTUNATE IN THAT WE HAVE THE GREATEST ELECTRICAL POWER POTENTIAL IN THE WORLD RIGHT HERE IN THIS PROVINCE. WE ARE AMONG THE PEOPLE WITH THE HIGHEST STANDARD OF LIVING BECAUSE OF ALL OUR RESOURCES AND MOSTLY BECAUSE OF ELECTRICITY.

ELECTRICAL ENGINEERING HAS MANY SUBDIVISIONS PROBABLY THE MOST SPECTACULAR OF WHICH IS ELECTRONIC ENGINEERING. THIS BRANCH OF ENGINEERING IS RESPONSIBLE FOR THE MORE "GLAMOROUS" DEVELOPMENTS OF TODAY SUCH AS TELEVISION, CLOSED-CIRCUIT T.V. FOR THE CONTROL AND OBSERVATION OF INDUSTRIAL PROCESSES, STEREOPHONIC SOUND, HI-FI RECORDINGS AND PLAYBACK EQUIPMENT, THE TAPE-RECORDER, RADAR TO GUIDE OUR AIRPLANE TRAFFIC, GUIDED MISSILES, PROXIMITY FUSES, AUTOMATIC PILOTS, TO NAME ONLY FEW.

AND NOW A NEW ERA HAS COME ABOUT, WHICH HAS CREATED NEW SPECIALTIES IN ENGINEERING AND YET HAS MERGED THEM ALL BACK TOGETHER AGAIN, PROVING HOW INTERDEPENDENT ALL PHASES OF ENGINEERING ARE ON ONE ANOTHER, THAT IS THE ATOMIC AGE. THE FUTURE OF ATOMIC ENERGY AND ITS VARIOUS USES IS LIMITLESS AND HENCE, THE FUTURE OF ENGINEERING. THE POWERING OF SUBMARINES BY ATOMIC ENERGY, AND THE PRESENT USES OF ATOMIC ENERGY IN MEDICINE ARE ONLY A VERY SMALL BEGINNING.

THE ENGINEERING PROFESSION IS ONE WITH GREAT OPPORTUNITIES, ESPACIALLY IN OUR PRESENT "BOOM". IT WILL EVEN BE GREATER IN THE YEARS TO COME WHEN WE REALIZE THAT WE ARE ONLY BEGINNING TO "SCRATCH THE SURFACE" IN OUR NATURAL RESOURCES IN NORTHERN QUEBEC AND OTHER AREAS THROUGHOUT THE COUNTRY AND IN THE INDUSTRIAL DEVELOPMENT AROUND

(CONTINUED ON PAGE 5)

THE LAST FLIGHT OF THE HINDENBURG

On Thursday, May 6th, 1937, the Hindenburg flew for the last time over New York City. The dimensions of the German Zeppelin Transport Company owned airship were enormous -

146 feet high 803 feet long

93 feet longer than the biggest battleship afloat.

It was called the "safest aircraft built" and no wonder when, in 1936, Captain Lehmann had handled the ship so skilfully through New England's worst storm of the year, that the passengers had not even realized there was a hurricane raging beneath them.

The only drawback to the ship was that it still contained 17,000,000 cu. ft. of highly flammable hydrogen in its gas cells. So that this could not possibly be set alight, all matches and lighters had been confiscated from passengers at the beginning of the voyage. One could only smoke in a room especially designed for the purpose, which was completely shut off from the rest of the ship. The motors which drove the ship needed no ignition, and the crude oil was such that it was boasted if a flaming match was thrown into a tank the oil would not catch fire. In fact, Lloyds of London had insured the Hindenburg for £500,000 at the low rate of 5%. The airship, huge as it was, could be maintained as cheaply as a Ford car. It had seventy modern cabins, six toilets and a shower, a large dining-room, a lounge with special light weight easy chairs and a grand piano. It also had two long observation decks, where at the moment most of the passengers were grouped, watching the scenery below. The airship was so free of vibration that a fountain pen could be balanced on end for many hours.

The Hindenburg had originally been scheduled to tie up at the Lakehurst mooring-mast at 8 a.m., but it was not until 4 p.m. that it was sighted. Even then Captain Max Pruss decided to wait until 6 p.m. because of some black storm clouds. Passengers were told that the trip would soon be over and officials were so confident that lighters were being returned. However, it was not until 7.20 p.m. that Pruss brought the airship in.

The passengers had almost all collected on the observation decks and were waiving to their relatives and friends. The ship stopped quickly in front of the mooring-mast as the four 1100 h.p. Daimler Benz diesel engines were thrown into reverse. At 7.22 p.m. mooring-lines were dropped from the nose of the craft to the ground party 100 ft. below. The Radio Operator reported to the Graf Zeppelin, out over the Atlantic , that they had landed safely. The ground crew picked up the ropes and carried them to the mast. Newsmen began to take pictures from various angles. Some officials from the Immigration Department walked right under the ship on their way to the mooring-mast. There were 248 men beneath the ship. Showers had been falling interminently and some of the ground crew were soaking wet, a misfortune which, a few moments later was to save their lives. At 7.25 p.m. exactly, an explosion burst forth just forward of the tail fin on the top of the ship. The ground crew, of course, did not know anything about it and several seconds elapsed before they realized the burning ship was falling on them. Then they began to run towards the hangar, but the wet sand hampered them. The tail fell rapidly to the ground and exploded. Passengers began jumping out of windows to save themselves and spectators in the distance compared them to ants falling. Those who survived the jump had to run the gauntlet of white hot falling wreckage. Many people were burned to a crisp before they could even jump. Rescuers tried to help as best as they could in that blistering heat and many lives were saved by their efforts. One of them saw a sight which he wished he could forget - a transparent hand stuck to a white hot girder like an empty glove.

All this had taken just 34 seconds. In that space of time the Hindenburg had been transformed from a great airship to a white hot skeleton on the ground. In all, 36 people were killed, 13 passengers, 22 crewmen and one member of the ground crew.

Those 34 seconds meant the end of the great dirigibles.

Timothy Stewart.

COMPETITION N). 2

Decode the following.- NLAKE GPA !!. DBFEACBCF HGJIC'A KLMJ NEGO BA IAMBOJI ..... CJBAEJM HGJI AEJ LPAGQGRBDJ.

1st correct answer handed into L.Watchorn will receive a prize of fifty cents.

Clue word - DBFEACBCF - Lightning
HGJI does

The lady motoring through Italy stopped to be photographed against a picturesque background of ancient ruins. Suddenly called to the photographer:

"Be sure you don't get my car in the picture, or my husband will think I did it!"

UNCLE HARRY'S COLUMN

DEAR FRIENDS,

I HAVE HAD MANY PEOPLE TELL ME LATELY HOW BAD THEY ARE DOING IN EXAMS. AFTER MUCH THOUGHT, I DECIDED TO GO INTO THE SUBJECT MORE THOROUGHLY. THERE ARE ONLY TWO WAYS OF GETTING GOOD MARKS; BY STUDYING HARD (WHICH WOULD NEVER DO), OR BY COPYING OFF YOUR NEIGHBOUR. SO I SET TO WORK TO DEVELOP MY LATEST INVENTION; THE UNCLE HARRY CRIB KIT. THIS KIT CONTAINS -

I- A BOOK ON 1000 WAYS TO CHEAT, SEND NOTES AND BRIBE, WHICH INCLUDES SUCH ITEMS AS -

II- 500 COUNTERFEIT DOLLAR BILLS TO GIVE IN TRADE FOR AN ANSWER.

III- AN EXTRA SMALL AND STRONG SLINGSHOT TO SHOOT NOTES. (LONG RANGE SIGHT INCLUDED).

IV- A PAIR OF WHITE BUCKS WHICH CAN BE WRITTEN ON AND THEN ERASED.

V- A WRITING KIT FOR WRITING ON SUCH THINGS AS SLEEVES, DESKS, HANDS, EYELIDS, OR ANY OTHER PLACES SUITABLE.

VI- A SET OF MINIATURE RADIOS AND RECEIVERS, TO TALK SECRETLY TO THE CLASS GENIUS.

VII- A BOOK ON HOW TO READ MINDS, FOR READING THE TEACHER'S MIND.

VIII- A PAMPHLET CONTAINING 20 SECRET CODES TO TALK TO YOUR NEIGHBOUR SECRETLY.

IX- AN APERISCOPE FOR EXAMINING YOUR NEIGHBOUR'S BOOK, AND SPECIALLY MADE SO THAT THE TEACHER CAN'T SEE IT.

X- A PAIR OF EYEGLASSES, THAT WORN ON, MAKE YOU LOOK AS IF YOU ARE STUDYING VERY HARD, BUT IN REALITY, YOU ARE EXAMINING YOUR NEIGHBOUR'S PAPER.

THAT, AND MANY OTHER USEFUL INSTRUMENTS CAN BE OBTAINED BY SENDING A DOLLAR THREE-EIGHTY TO

CRIB,
C/O UNCLE HARRY,
BOX 3472895069360.

LOST- THREE TOED SLOTH. ANSWERS TO THE NAME OF MONTMORENCY. LAST SEEN LOITERING ON THE STEPS OF THE REFORM CLUB WITH SENATOR SARTO FOURNIER. REWARD OFFERED.

SPORTS
BY
LEE WATCHORN

UNDER 15

AWAY	SEDBERGH	6	S.H.S. 2
AWAY	GAULT INST.	4	S.H.S. 2
HOME	ASHBURY	2	S.H.S. 1

UNDER 13

HOME	BISHOPS	1	S.H.S. 0

THIS GAME WAS PLAYED IN STEADY RAIN ON A WET AND MUDDY FIELD.

THE GAME WAS A LOT CLOSER THAN THAT AT BISHOP'S WITH A LOT OF BACK AND FORTH RUSHING ALTHOUGH BISHOP'S HAD A SLIGHT TERRITORIAL EDGE.

IN THIS GAME, OLD SELWYN HOUSE BOYS CAME BACK TO HAUNT US AS KINGSTON SCORED THEIR LONE GOAL AND HUTCHINS ON FULLBACK BROKE UP MANY OF OUR ATTACKS. THEIR GOAL WAS SCORED ON A GROUND SHOT ON WHICH GILBERT DIDN'T HAVE MUCH CHANCE.

UNDER 12

AWAY	SEDBERGH	0	S.H.S. 1

UNDER 13

HOME	ASHBURY	1	S.H.S. 1

THIS GAME WAS PLAYED AFTER TWO DAYS OF RAIN, SO THAT THE FIELD WAS VERY WET ALTHOUGH THERE WERE ONLY LIGHT SHOWERS DURING THE GAME.

IN THE FIRST HALF, SELWYN HOUSE DIDN'T GET ORGANIZED AND ASHBURY HAD THE BALL IN OUR HALF ALL THE TIME EXCEPT FOR OCCASIONAL RUSHES. THEY SCORED MIDWAY THROUGH THE HALF WHEN HAMILTON WAS SCREENED ON A GROUND SHOT.

THE SECOND HALF WAS ALL OURS AND THEY DIDN'T GET A SHOT ON GOAL AND SCARCELY HAD THE BALL IN OUR HALF. OUR GOAL CAME LATE IN THE HALF WHEN THEIR GOALIE FUMBLED GAINSBURRY'S HIGH SHOT. AFTER THIS, WE HAD A FEW GOOD SCORING CHANCES BUT WE DIDN'T CAPITALIZE ON ANY OF THEM.

WHERE GO WE - (CONT'D)

MONTREAL AND ELSEWHERE. MANY PEOPLE WHO HAVE NOT HAD THE OPPORTUNITY OF STUDYING PROFESSIONAL ENGINEERING AND STILL LIKE TO ENJOY THE PRESTIGE OF THE ENGINEER TAKE THE LIBERTY OF CALLING THEMSELVES "ENGINEERS" FOR EXAMPLE "TIME-STUDY ENGINEERS", "METHODS ENGINEERS", "MANAGEMENT ENGINEERS", ETC.

AT ONE TIME OR ANOTHER EVERY BOY DREAMS OF BEING A LOCOMOTIVE "ENGINEER". THIS GENTLEMAN IS NOT AN "ENGINEER" IN THE REAL SENSE OF THE WORD, BUT HE HAS A VERY NOBLE PROFESSION INDEED AND MANY OF US DEPEND ON HIM TO TAKE US TO NEW YORK OR TORONTO AS WE SLEEP COMFORTABLY IN THE TRAIN. HE IN TURN DEPENDS ON THE MECHANICAL ENGINEER WHO DESIGNED HIS TRAIN, THE CIVIL ENGINEER WHO LAID OUT THE RAILS, THE METALLURGIST WHO DESIGNED THE STEEL RAILS, THE CHEMICAL ENGINEER WHO PRODUCED THE VARIOUS CHEMICALS USED IN THE MANUFACTURE OF STEEL, PLASTICS, ETC. USED IN THE TRAIN AND THE PRESERVATIVE USED IN THE RAIL TIES, THE ELECTRICAL ENGINEER WHO DESIGNED THE SIGNALS THAT GUIDE THE TRAIN THROUGH THE NIGHT, ETC.

WHICH GOES TO PROVE WE ARE JUST ONE BIG COMMUNITY AND WE ALL DEPEND ON ONE ANOTHER WHETHER WE ARE DOCTORS, ENGINEERS, MERCHANTS, ACCOUNTANTS, ETC.